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Senate Committee on Business &
Transportation

February 6, 2017



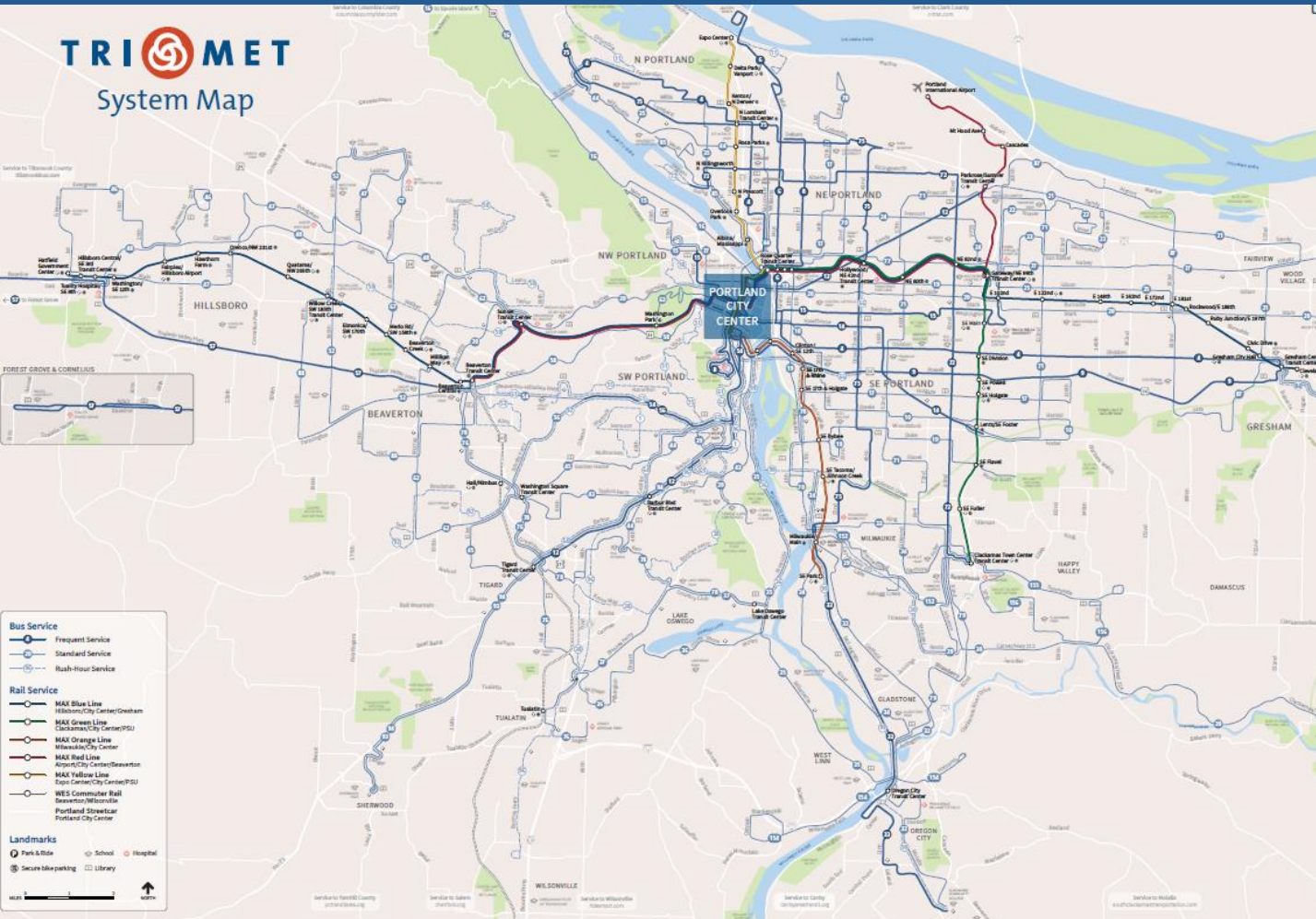
Outline

- Quick review of TriMet mission and duties
- Ridership and Performance
- Fiscal Stability & Labor Negotiations
- Challenges and Service Plans
- Legislative Asks

TriMet Missions & Duties

- Connect people to jobs, services and retail
- Cost effectively relieve congestion in peaks
- Serve seniors, people with disabilities, youth and low income
- Help shape regional growth
- Financial responsibility
- Service quality & Safety

TRI MET System Map

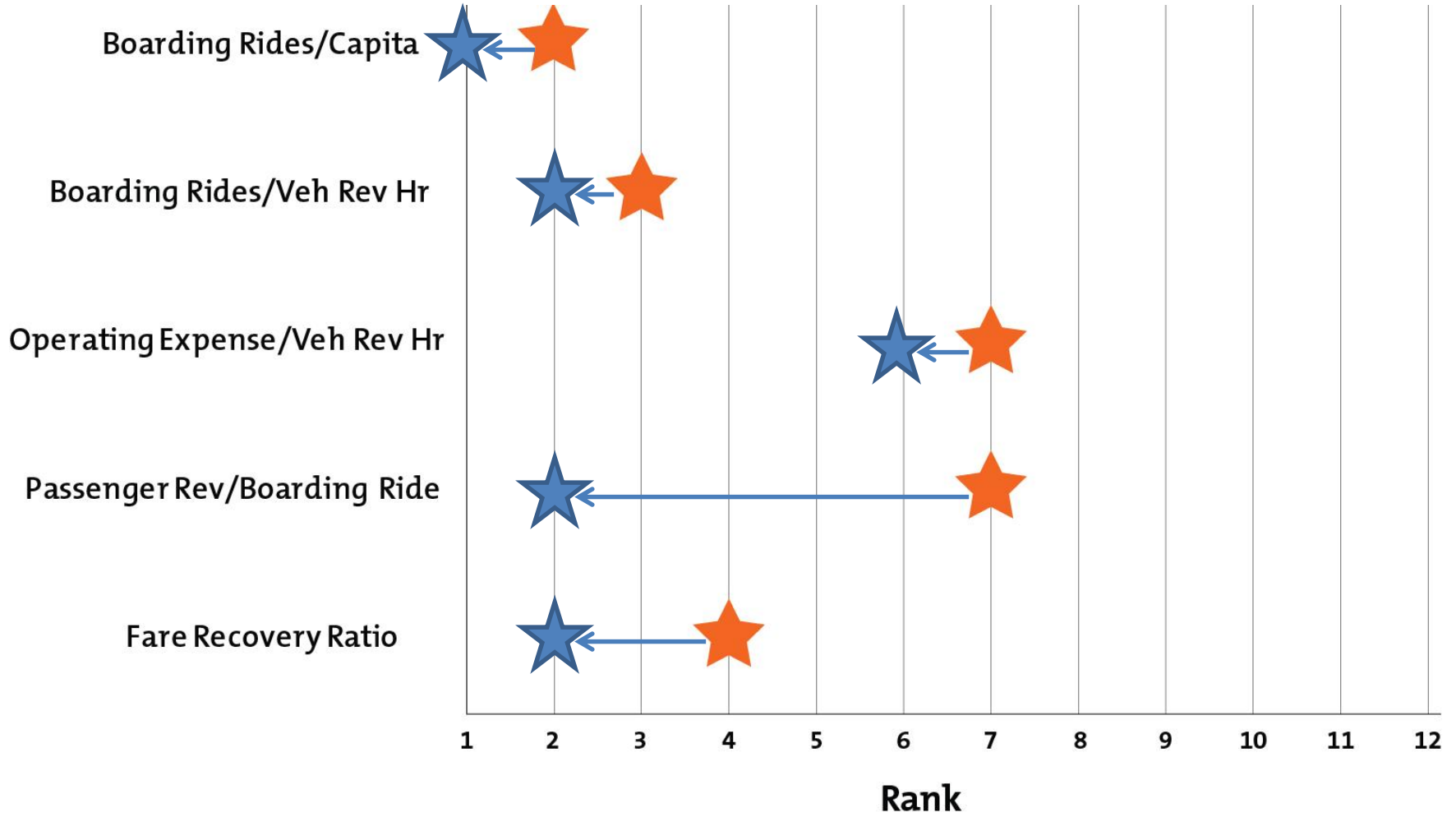


Who We Serve

- 100 million trips per year
- 300,000 trips per day
- 12 million by seniors and people with disabilities
- 45% of downtown commuters in rush-hour
- 200,000 car trips eliminated
- 73% of adults ride

Key Performance Indicators

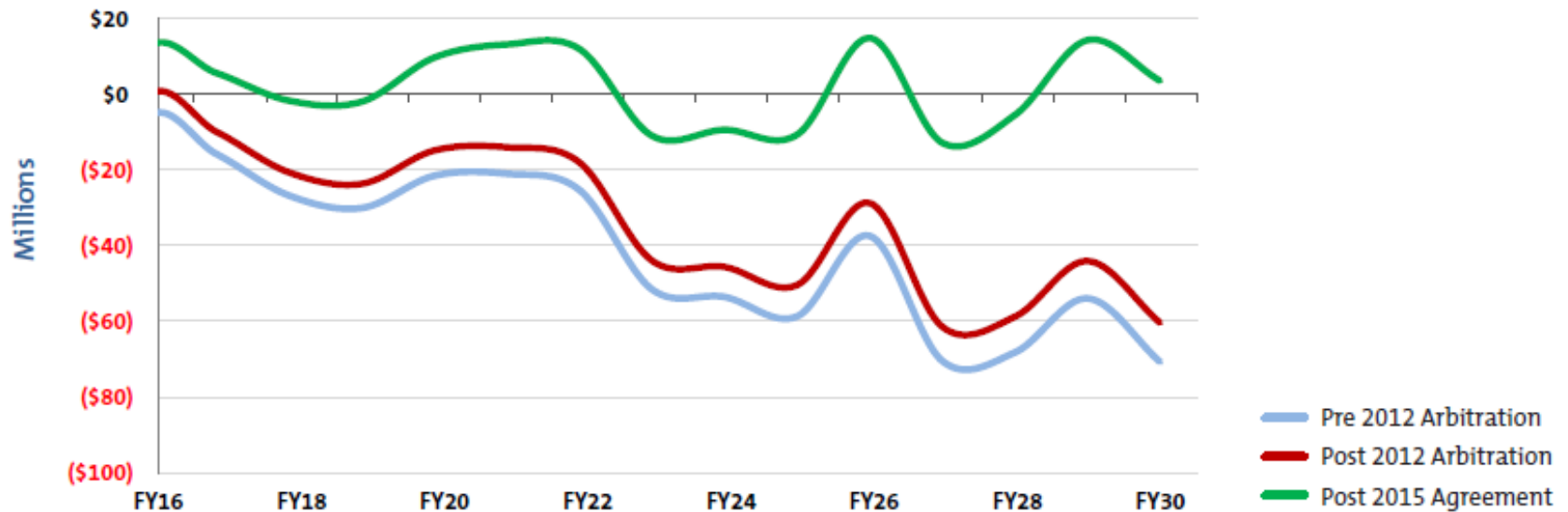
Compared to West Coast Peers (2014 ← 2012)



Improved Long-Term Financial Trajectory

In 2014, TriMet negotiated, and the Amalgamated Transit Union members approved, a new contract that significantly reduced long-term unfunded pension and other retirement liabilities.

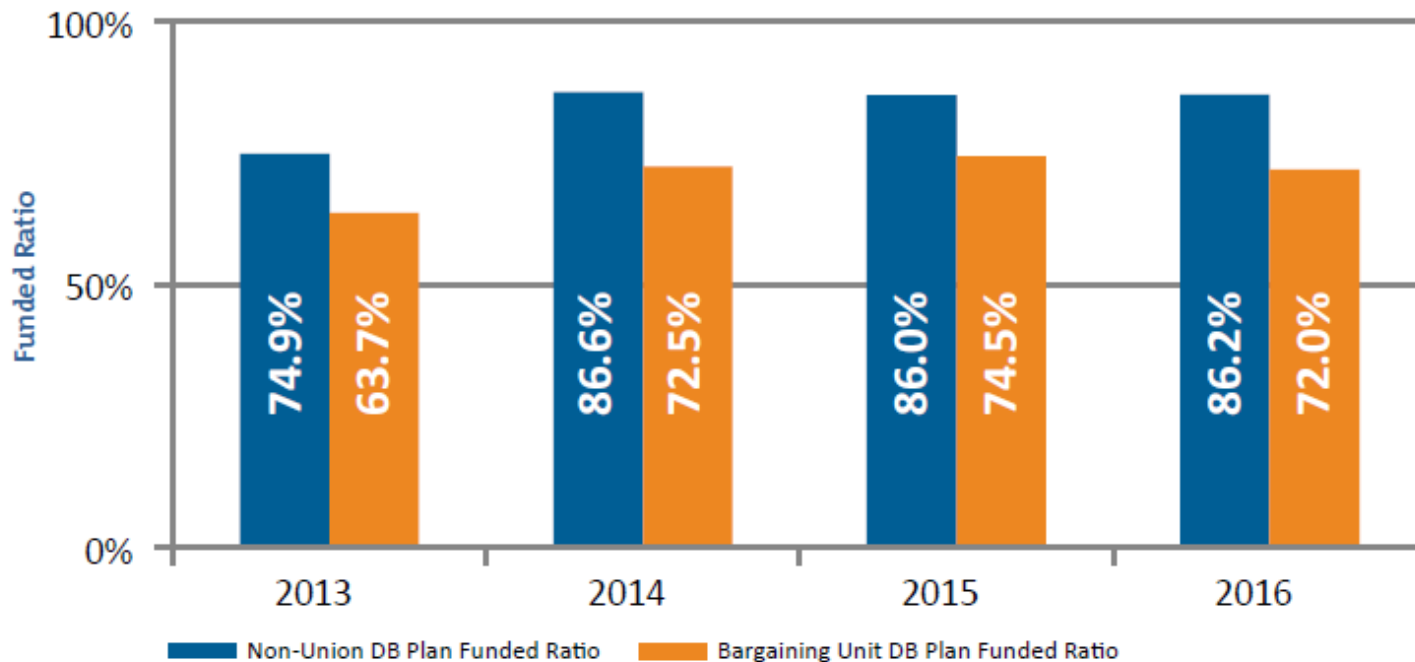
Revenues minus Expenditures
Pre and Post 2012 Arbitration and 2015 Agreement



Addressing Liabilities

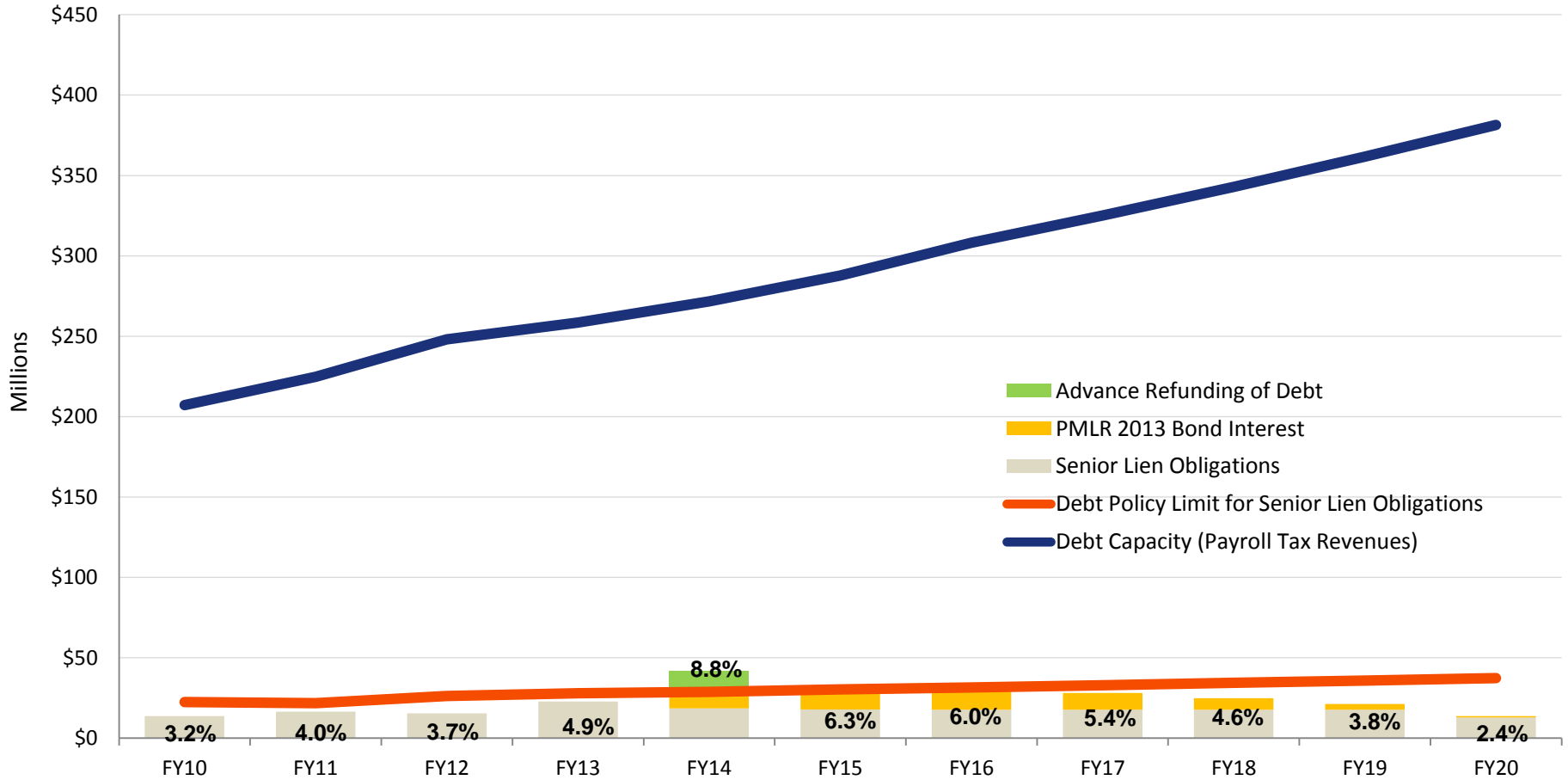
TriMet takes a proactive approach to addressing the unfunded liability for its now closed defined pension program. The agency has been making significant progress toward funding its unfunded liability with the goal of having the program largely funded within the next 13 years.

Defined Benefit Plan Funded Ratio



Debt Capacity

(\$millions)



Contract Negotiations

- Current contract expired November 2016
- May 2016 TriMet offered 2 year extension of existing agreement
- Parties presented proposals January 2017
- TriMet has proposed engaging ERB mediation services

Population Growth

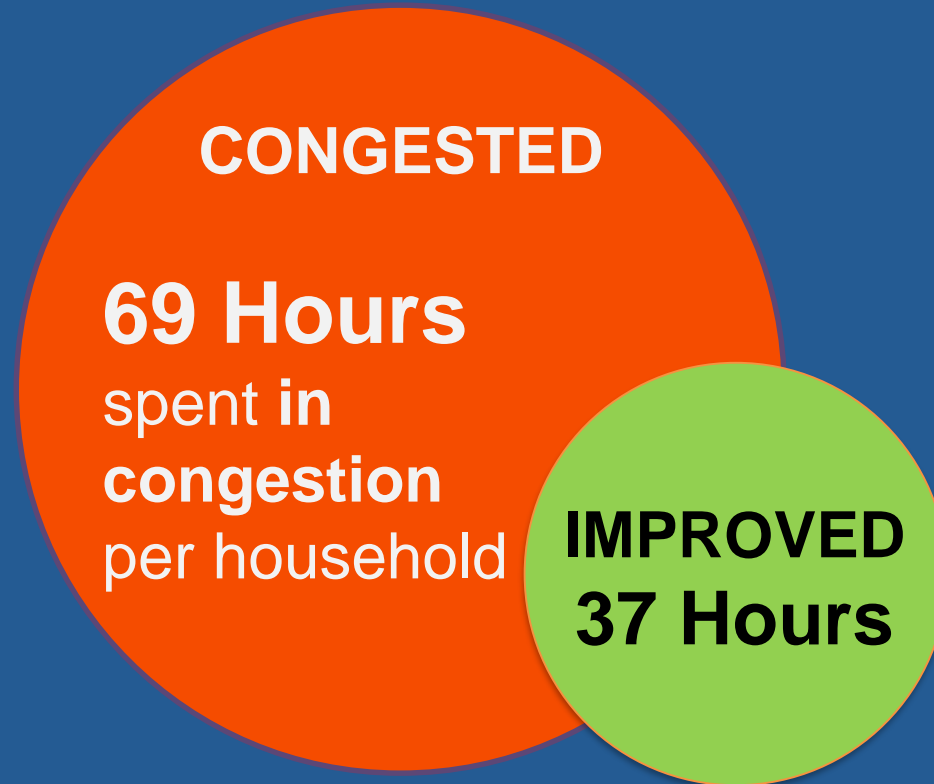


PHOTO: JULIE NIX

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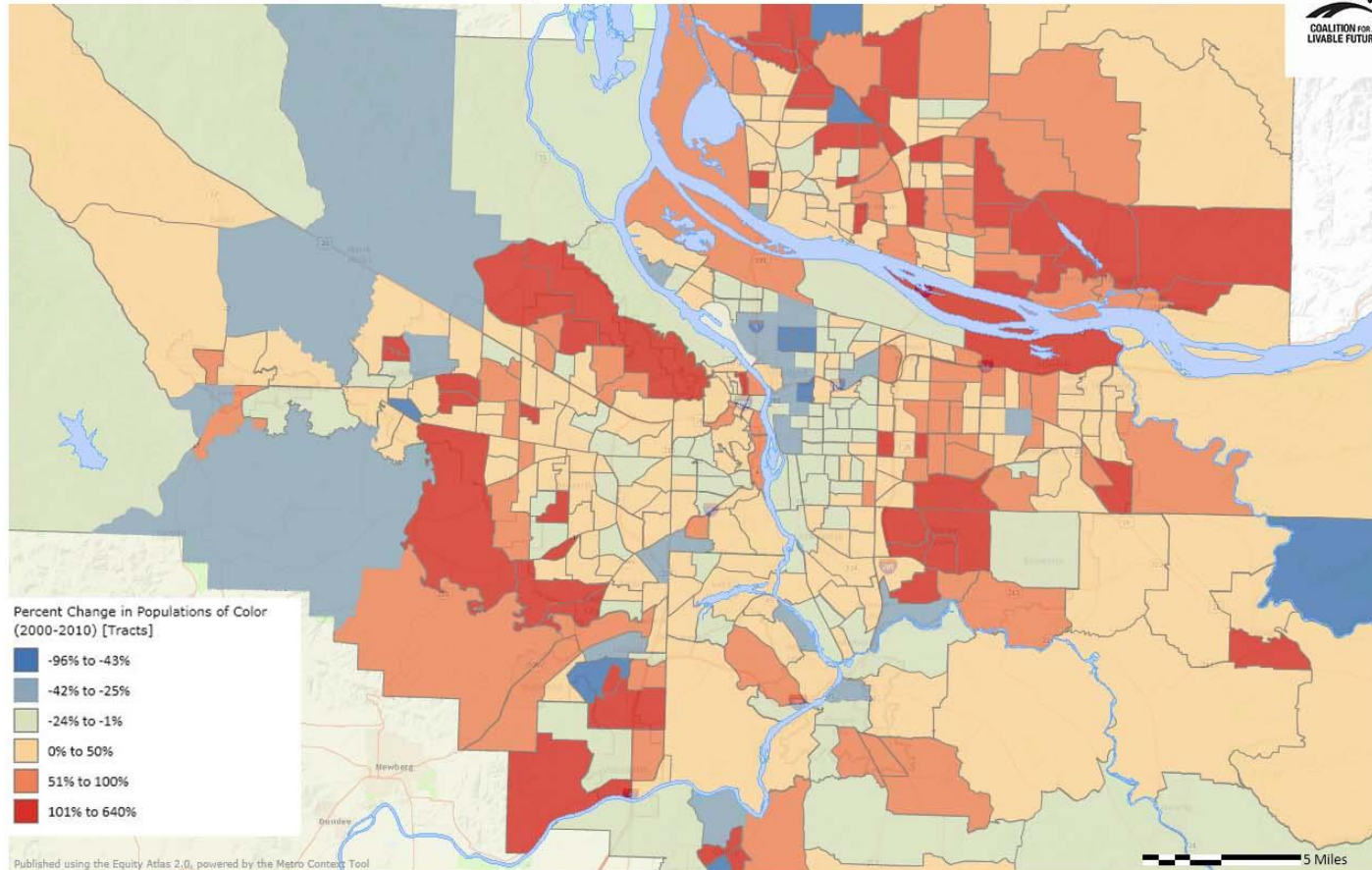
Comparing the Alternatives

Portland Region



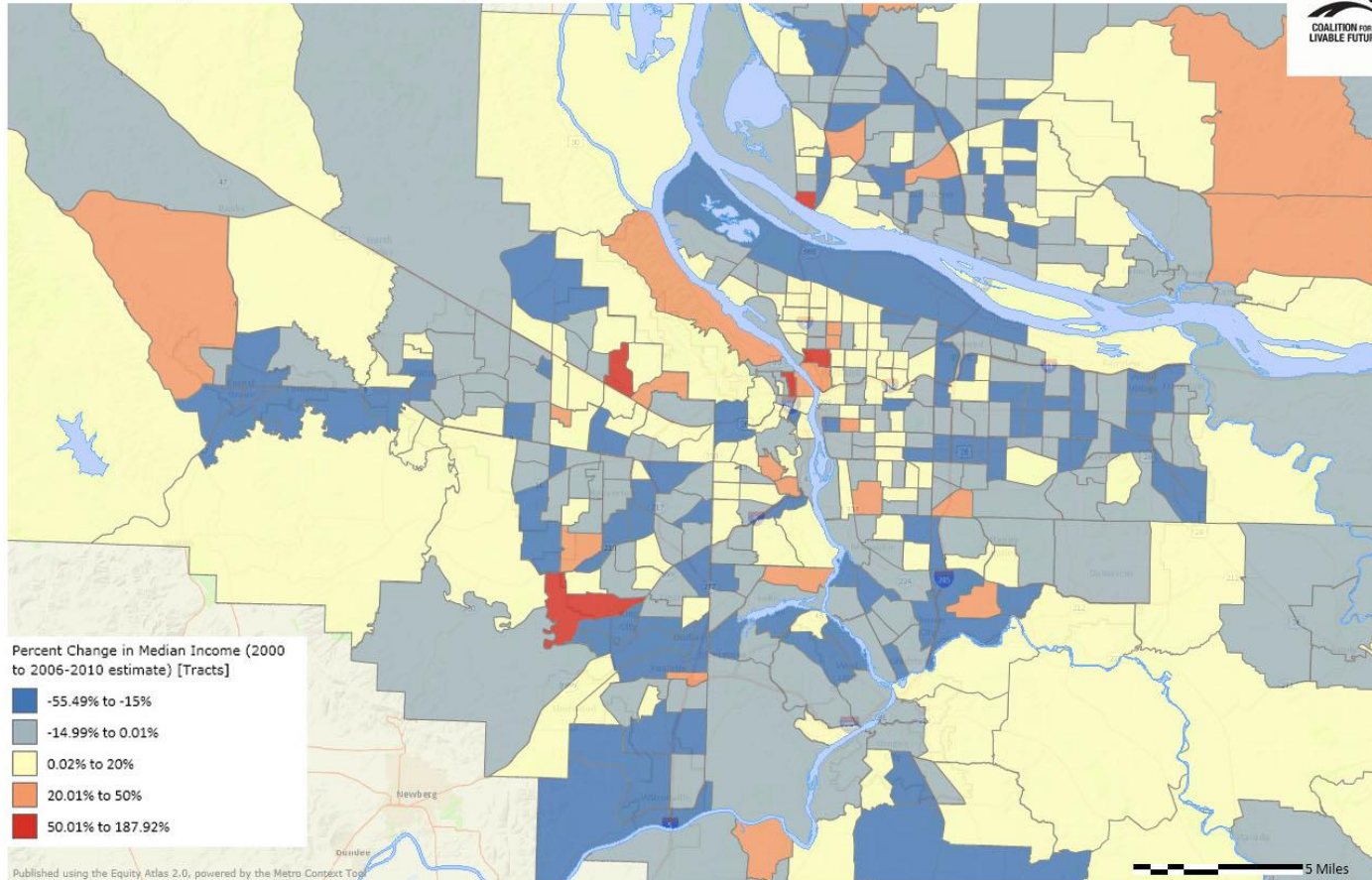
Change in Minority Population

Percent Change in Populations of Color (2000-2010)



Change in Income

Percent Change in Median Income (2000 to 2006-2010 estimate)



Growth Centered on Transit Corridors

PORTLAND RETAIL AND OFFICE DEVELOPMENT SINCE 2000

- Max Lines (existing and under construction)
- ~ Max Stations (existing and under construction)
- WES Lines (existing and under construction)
- ~ WES Stations (existing and under construction)

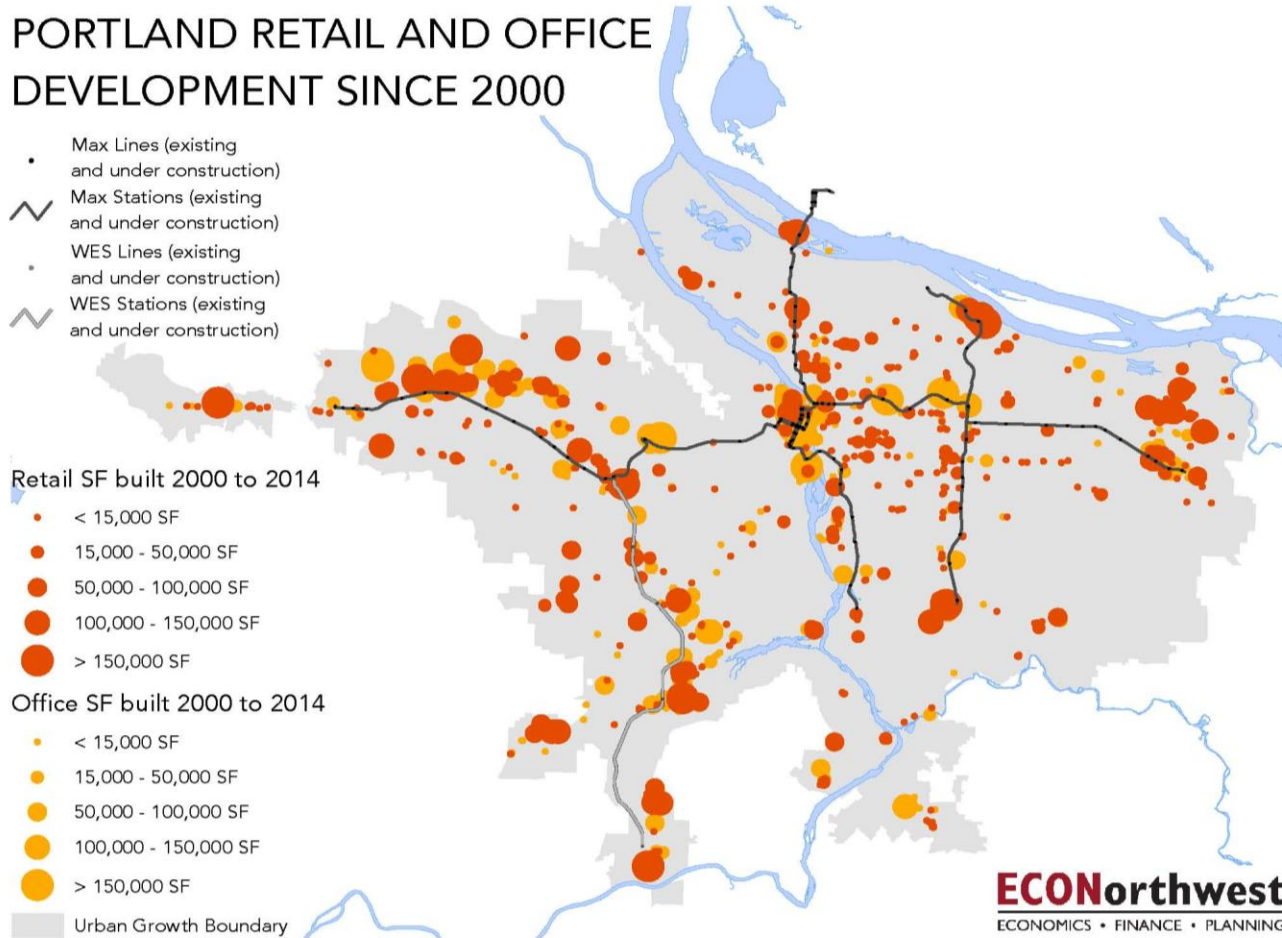
Retail SF built 2000 to 2014

- < 15,000 SF
- 15,000 - 50,000 SF
- 50,000 - 100,000 SF
- 100,000 - 150,000 SF
- > 150,000 SF

Office SF built 2000 to 2014

- < 15,000 SF
- 15,000 - 50,000 SF
- 50,000 - 100,000 SF
- 100,000 - 150,000 SF
- > 150,000 SF

Urban Growth Boundary



Source: CoStar, Metro RLIS

ECONorthwest
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Growth Patterns

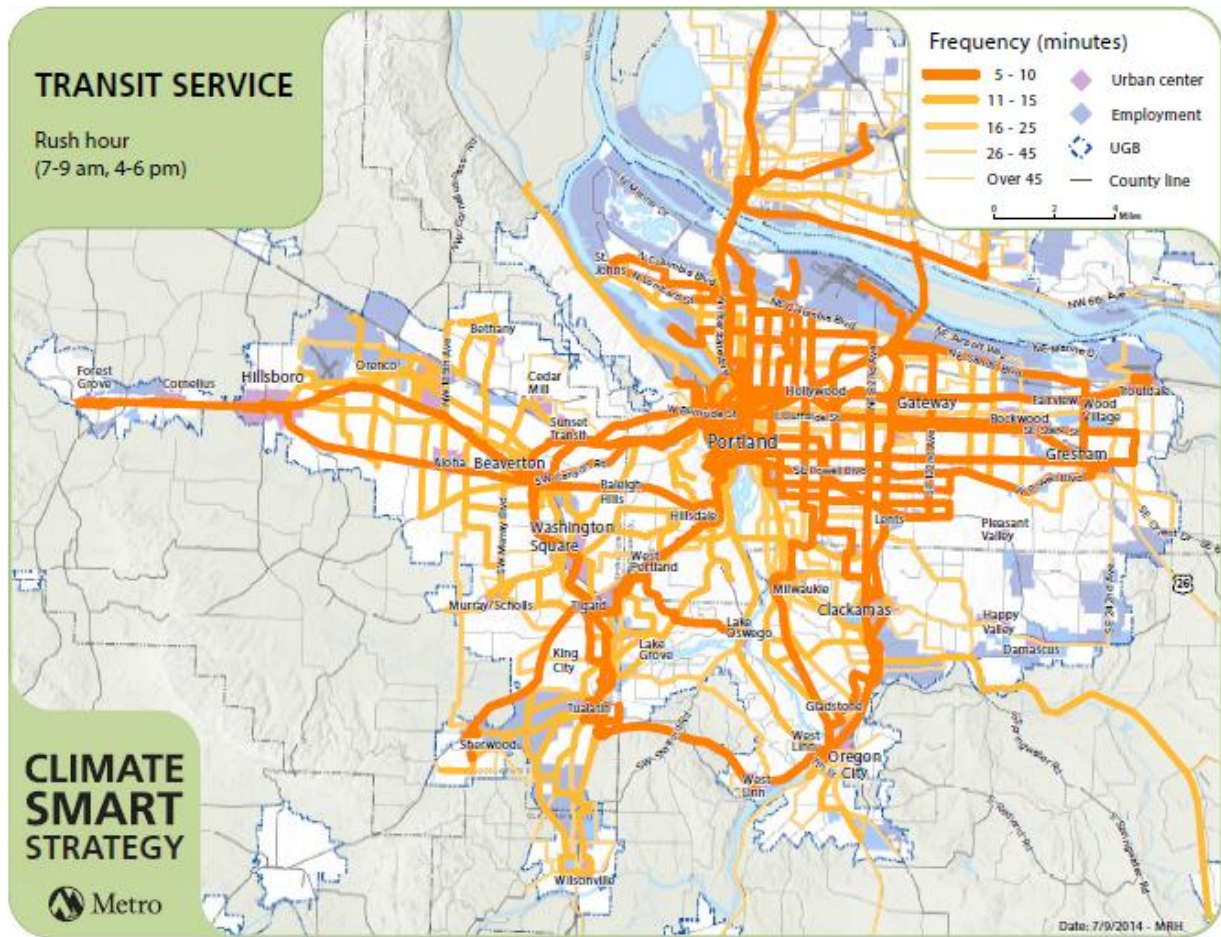
Figure 24: Proposed Comprehensive Plan Scenario: New Household Growth Distribution.



Table 10: Proposed Comprehensive Plan Scenario: New Household Growth Distribution.

Districts	Existing	New Growth	2035 Total	Growth Factor
Central City	26,000	36,000	62,000	2.4
Southeast Portland	70,000	22,000	92,000	1.3
Northeast Portland	46,000	15,000	61,000	1.3
North Portland	27,000	13,000	40,000	1.5
East Portland	56,000	27,000	83,000	1.5
West Portland	44,000	10,000	54,000	1.2
Citywide	269,000	123,000	392,000	1.5

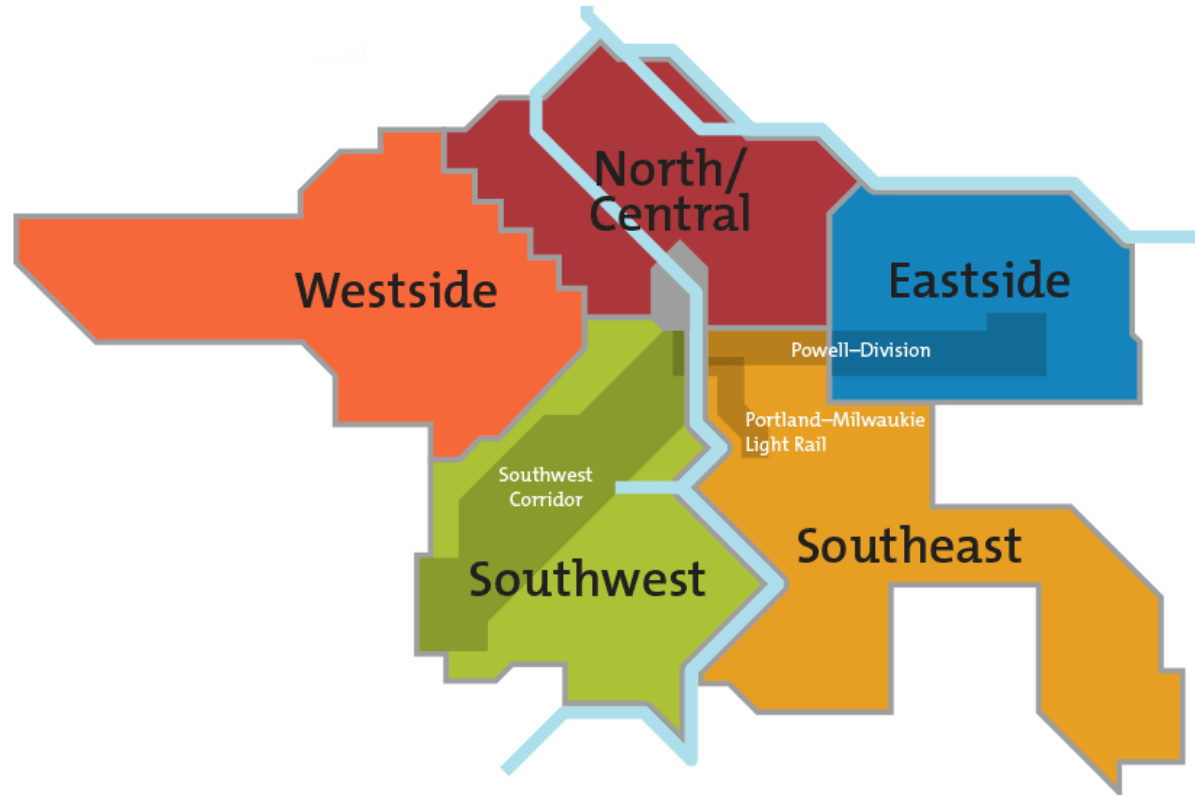
Climate Smart Strategy



CLIMATE SMART STRATEGY

55% jobs
49% households
62% low-income households
 Estimated jobs and households within ¼-mile of 15-minute or better service by 2035

Service Enhancement Plans



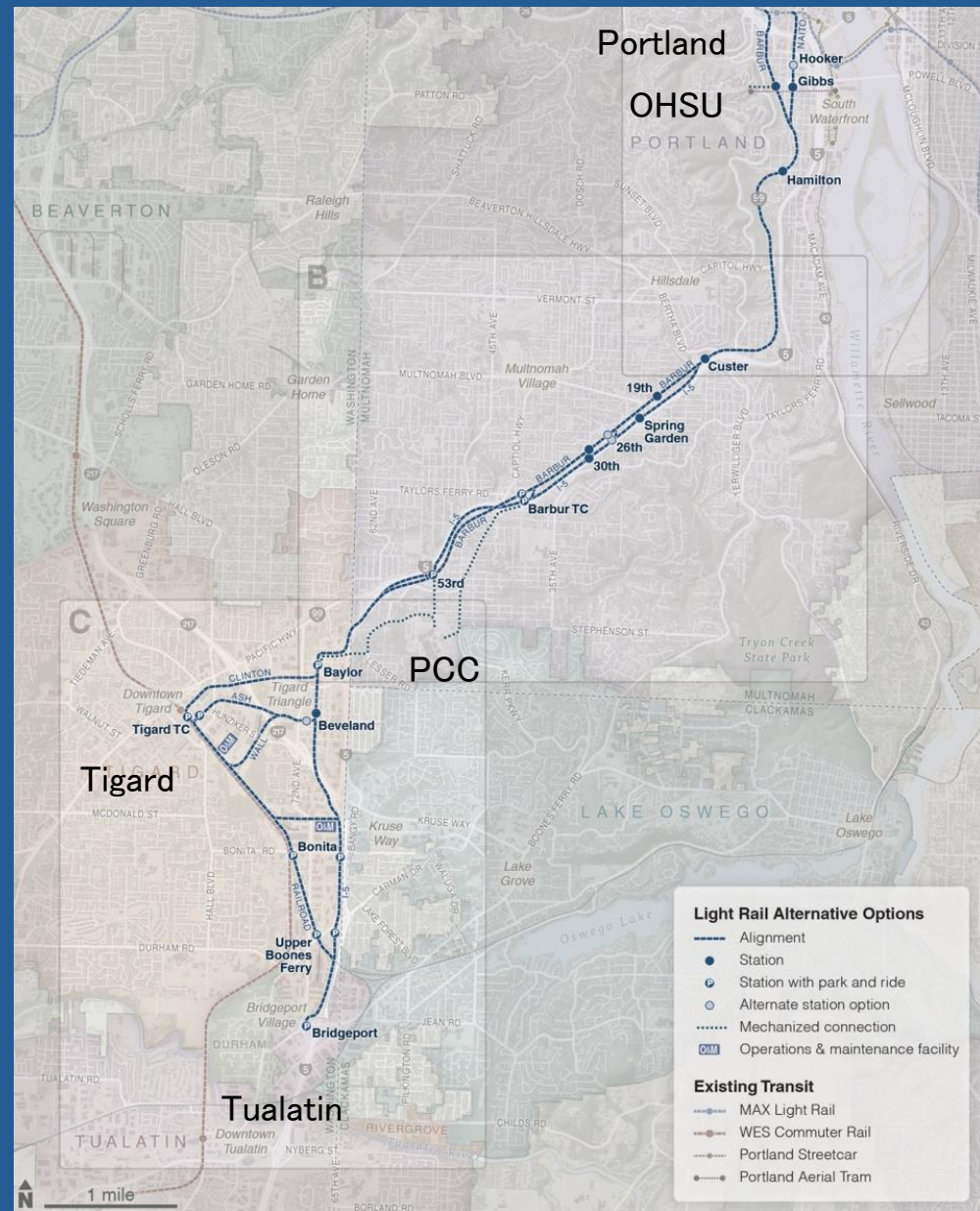
Division Transit Project

PSU OHSU OMSI and PCC PCC and Jade District East Portland Gresham



SW Corridor

- Downtown Portland
- OHSU
- Hillside / Burlingame
- Barbur Transit Center
- PCC Sylvania
- Tigard Triangle and Downtown
- Bridgeport Village



Regional Congestion Projects



Legislative Asks

- Regional Transportation Strategy
 - Advance key regional priorities
 - “Big 3” projects
 - SW Corridor LRT lottery request
 - Support passage of robust state package
 - Progress toward a regional funding measure

Questions and Discussion

